

TRAFFIC SPEED REPORT NO.65

SEPT., 1958

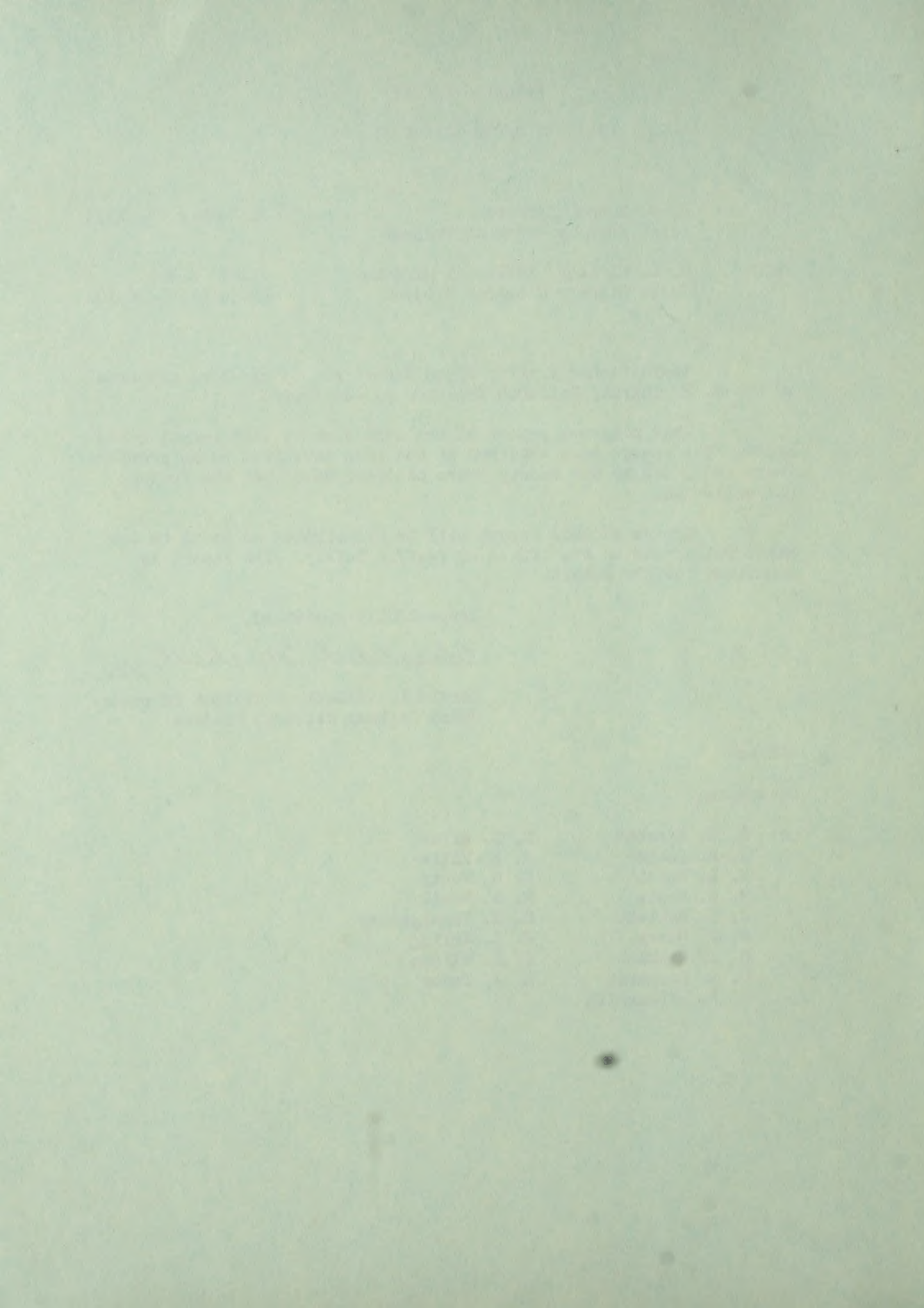
NO.24

**Joint
Highway
Research
Project**

**PURDUE UNIVERSITY
LAFAYETTE INDIANA**

by

G.E. Ingram



PROGRESS REPORT
TRAFFIC SPEED REPORT NO. 65

TO: K. B. Woods, Director
Joint Highway Research Project

September 25, 1958

FROM: H. L. Michael, Assistant Director
Joint Highway Research Project

File: 8-3-3
Project: C-36-10C

The attached Traffic Speed Report No. 65 has been prepared by Mr. G. E. Ingram, Research Engineer on our staff.

This progress report is the 1958 summer, semi-annual speed study. The speeds were obtained at the same locations as in previous years and added to the twenty years of speed data that the Project has collected.

Copies of this report will be distributed as usual to the State Police and to the Office of Traffic Safety. The report is submitted for the record.

Respectfully submitted,

Harold L. Michael, Jr.

Harold L. Michael, Assistant Director
Joint Highway Research Project

HLM:acc

Attachment

cc: A. K. Branham	R. D. Miles
J. R. Cooper	R. E. Mills
W. L. Dolch	B. H. Petty
W. H. Gostz	M. B. Scott
J. T. Hallett	C. E. Vogelgesang
F. F. Havey	J. L. Waling
G. A. Hawkins	J. E. Wilson
G. A. Leonards	E. J. Yoder
J. F. McLaughlin	

TRAFFIC SPEED REPORT NO. 62
 PROGRESS REPORT

TO: E. B. Woods, Director
 Joint Highway Research Project
 FROM: H. L. Michael, Assistant Director
 Joint Highway Research Project
 Date: September 22, 1958
 File: 8-3-3
 Project: C-36-100

The attached Traffic Speed Report No. 62 has been prepared by Mr. G. E. Ingram, Research Engineer on our staff.
 This progress report is the 1958 summary, semi-annual speed study. The speeds were obtained at the same locations as in previous years and added to the twenty years of speed data that the Project has collected.
 Copies of this report will be distributed as usual to the State Police and to the Office of Traffic Safety. The report is submitted for the record.

Respectfully submitted,

Harold L. Michael
 Harold L. Michael, Assistant Director
 Joint Highway Research Project

HLM:acw

Attachment

cc:	A. K. Brannen	E. D. Miles
	J. R. Cooper	E. E. Miles
	W. L. Dolch	B. H. Petty
	W. H. Goetz	K. B. Goetz
	J. T. Hallock	C. E. Vogelgesang
	F. F. Havy	J. L. Weising
	G. A. Watkins	J. E. Wilson
	G. A. Leander	E. J. Yoder
	J. P. McLaughlin	

PROGRESS REPORT
TRAFFIC SPEED REPORT NO. 65

by

G. E. Ingram
Research Engineer

Joint Highway Research Project
File: 8-3-3
Project C-36-10C

Purdue University
Lafayette, Indiana

September 25, 1958

TRAFFIC SPEED REPORT NO. 52
PROGRESS REPORT

by

G. H. Ingman
Research Engineer

Joint Highway Research Project
File: 8-1-5
Project 8-35-101

Purdue University
Lafayette, Indiana

September 22, 1954

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U.S. 52 - 1 Mile West of Klondike

2

U.S. 52 - 2 Miles Northwest of Templeton

3

U.S. 31 - 7.6 Miles North of Perrysburg

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U.S. 32 - 7.6 Miles North of Perryburg

U.S. 32 - 0.7 Miles South of Hamilton

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U.S. 32 - 1.4 Miles South of S. Jct. S.R. 32

U.S. 32 - 1 Mile West of Ellettsville

U.S. 32 - 2 Miles Northwest of Tappan

U.S. 32 - 7.6 Miles North of Perryburg

U.S. 32 - 0.7 Miles South of Hamilton

U.S. 32 - 0.7 Miles South of Hamilton

Indiana Department of Transportation

Report for Transportation Planning and Speed

Investigation 1995-1996

TRAFFIC SPEED REPORT NO. 65

This report covers spot speed observations made during July and August 1958. The data were collected by the writer. All observations are for free-moving vehicles on level tangent sections of rural highways. The locations of the observation stations were as follows:

1. U.S. 52 - 1.4 Miles South of S. Jct. S.R. 28
(Dual Lanes)
2. U.S. 52 - 1 Mile West of Klondike
(Dual Lanes)
3. U.S. 52 - 2 Miles Northwest of Templeton
(2 - Lane)
4. U.S. 31 - 7.6 Miles North of Perrysburg
(2 - Lane)
5. S.R. 25 - 0.7 Miles South of Americus
(2 - Lane)

The speed observations for this study were made with an Electro-Matic Radar Speed Meter. The meter was concealed as part of a rural mailbox which was placed within several feet of the edge of the pavement and directed down the highway at a small angle with respect to the direction of traffic so that it was not necessary to apply an angle correction to the readings.

The radar equipment will not operate properly if the operating voltage of the batteries is more than 1/2 volt low or 1 volt high. The voltage, therefore, was checked periodically in the field with a

TRAFFIC REPORT NO. 52

This report covers the period from 10:00 a.m. to 10:00 p.m.

and August 1952. The data was collected by the witness. All of

observations are for free-moving vehicles on level roadway sections of

road. The location of the observation station was as

follows:

1. U.S. 52 - 1 mile South of St. John, S.H. 52

(Eastbound)

2. U.S. 52 - 1 mile West of Klamath

(Westbound)

3. U.S. 52 - 1 mile North of Tulelake

(Eastbound)

4. U.S. 52 - 1 mile North of Tulelake

(Westbound)

5. U.S. 52 - 1 mile South of Tulelake

(Eastbound)

The report observations are for the period from 10:00 a.m. to 10:00 p.m.

Observations were made from the south side of the road at a

point where the road is a two-lane highway. The road is

approximately 10 feet wide at the point of observation.

to the direction of travel. It was not necessary to stop at

any intersection in the vicinity.

The vehicle equipment will not operate properly if the operating

voltage of the battery is less than 12 volts. The voltage

of the battery was checked periodically in the field with a

0-15 volt meter and maintained within the desired range. The radar set was also maintained in correct calibration with the aid of a 60 m.p.h. tuning fork.

The observer concealed himself from the traffic as far back from the highway as local conditions made necessary. This was possible by using a 150 foot extension cord between the meter, on which the readings were observed, and the radar unit. It is believed that, in all cases, the speed of the vehicle was observed on the meter before any driver had an idea that the radar unit was present.

A summary of the results of this study and of the last seven studies is given in Table I. Indiana State law limits the speed of passenger cars and trucks weighing less than 5,000 pounds to 65 miles per hour, while trucks weighing more than 5,000 pounds are limited to 45 miles per hour. For this reason, the truck speeds are divided into three groups, light trucks, heavy trucks, and all trucks. Because it is impractical to accurately determine the exact weight of each truck, panel and pickup types are classed as less than 5,000 pounds while dual-tired single-unit and semi-trailer types are classed as weighing over 5,000 pounds.

In order to facilitate a comparison between the present and the last previous observations at a given location, the results of the present and previous study are tabulated in Tables II through VI. All speed observations were taken at the same locations for this study, as for the last study.

0-15 volt meter and maintained within the desired range. The meter

set was also maintained in correct calibration with the aid of a

50 m.p.h. tuning fork.

The observer concealed himself from the traffic as far back

from the highway as local conditions made necessary. This was done

alone by using a 150 foot extension cord between the meter, on which

the readings were observed, and the meter unit. It is pointed out

that all cases, the speed of the vehicle was observed on the meter before

any driver had an idea that the meter unit was present.

A summary of the results of this study and of the last study

is given in Table I. Indiana State law limits the speed of

passenger cars and trucks weighing less than 2,000 pounds to 35 miles

per hour, while trucks weighing more than 2,000 pounds are limited to

25 miles per hour. For this reason, the truck speeds are divided into

three groups, light trucks, heavy trucks, and all trucks. Because it is

impossible to accurately determine the exact weight of each truck,

passenger cars and trucks are divided as less than 2,000 pounds while heavy

trucks are divided as less than 2,000 pounds while heavy

2,000 pounds.

In order to facilitate a comparison between the present and the

last previous observations at a given location, the results of the

present and previous study are tabulated in Tables II through VI. The

speed observations are taken at the same locations for this study as

for the last study.

The average speed for all passenger cars decreased by 0.4 miles per hour since the last study (August 1957) while the average speed for all trucks increased by 1.3 miles per hour. Indiana passenger cars decreased their average speed on two-lane highways by 1.2 miles per hour while their average speed on four-lane highways increased by 0.5 miles per hour. A decrease of 0.4 miles per hour on two-lane highways and 0.3 miles per hour on four-lane highways was noted in the average speed of out-of-state passenger cars.

The average speed for light trucks increased 1.3 miles per hour on two-lane highways and 2.3 miles per hour on four-lane highways. For heavy trucks, an increase of average speed of 0.5 miles per hour on two-lane highways and 2.4 miles per hour on four-lane highways was observed.

Trend information on the average speed of trucks and passenger cars is shown in Table I and in Figures 6 and 7.

The average speed for all passenger cars decreased by 0.4 miles per hour since the last study (August 1937) while the average speed for all trucks increased by 1.3 miles per hour. Indiana passenger cars decreased their average speed on two-lane highways by 1.2 miles per hour while their average speed on four-lane highways increased by 0.5 miles per hour. A decrease of 0.4 miles per hour on two-lane highways and 0.3 miles per hour on four-lane highways was noted in the average speed of out-of-state passenger cars.

The average speed for light trucks increased 1.7 miles per hour on two-lane highways and 2.3 miles per hour on four-lane highways. For heavy trucks, an increase of average speed of 0.2 miles per hour on two-lane highways and 2.4 miles per hour on four-lane highways was observed.

Trend information on the average speed of trucks and passenger cars is shown in Table I and in Figures 6 and 7.

TABLE I

SUMMARY OF SPOT SPEED OBSERVATIONS
ON INDIANA HIGHWAYS

(Free-Moving Vehicles on Level, Tangent Sections)

		Passenger Cars				Trucks		
		Ind Mean	Non-Ind Mean	All Mean	All 85 per	Light Mean	Heavy Mean	All Mean
Two-lane Highways	Aug. '54	55.0	56.8	55.7	63.8	49.9	46.0	47.1
	Dec. '54	52.0	54.1	52.8	58.8	48.2	44.4	45.2
	July '55	53.8	55.7	54.5	64.8	46.2	45.5	45.6
	Feb. '56	54.9	58.0	55.9	63.2	47.1	43.2	44.4
	Aug. '56	55.0	56.3	55.5	63.4	50.6	45.5	46.6
	May '57	55.6	59.1	56.9	64.0	50.2	44.8	46.1
	Aug. '57	55.5	56.7	55.9	62.1	51.7	45.8	47.3
	Aug. '58	54.3	56.3	55.0	61.7	53.0	46.3	47.8
Four-lane Highways	Aug. '54	55.5	58.2	56.6	65.0	52.1	45.6	47.1
	Dec. '54	54.2	55.7	54.7	60.4	47.1	43.6	44.3
	July '55	54.5	56.6	55.2	63.7	47.5	43.9	44.8
	Feb. '56	58.1	60.1	58.7	65.7	47.8	45.2	45.8
	Aug. '56	57.4	58.8	58.2	66.8	49.6	46.0	47.4
	May '57	59.9	63.6	61.0	69.0	52.2	46.0	47.9
	Aug. '57	57.5	59.9	58.5	64.8	52.0	46.6	47.6
	Aug. '58	58.0	59.6	58.7	65.0	54.3	49.0	50.0
All Highways	Aug. '54	55.1	57.3	56.0	64.2	50.5	45.9	47.1
	Dec. '54	52.7	54.3	53.4	59.3	47.8	44.0	44.8
	July '55	54.1	56.6	55.2	64.3	46.9	44.7	45.2
	Feb. '56	56.0	58.6	56.8	63.8	47.3	44.0	44.9
	Aug. '56	55.7	57.3	56.4	64.5	50.2	45.6	46.9
	May '57	57.2	60.3	58.3	66.0	50.9	45.2	46.6
	Aug. '57	56.2	58.3	56.9	63.2	51.8	46.1	47.4
	Aug. '58	55.7	57.9	56.5	63.1	53.4	47.5	48.7

CHANGES IN MEAN TROPIC CIRCUMFERENCE
OF THE ARM (CM)

(From records kept by the U.S. Navy, 1940-1945)

Year	Pre-war (1940-1945)			Post-war (1946-1950)			Total Change
	Mean	SD	Range	Mean	SD	Range	
1940	35.0	2.5	30.0-40.0	35.0	2.5	30.0-40.0	0.0
1941	35.2	2.6	30.2-40.2	35.2	2.6	30.2-40.2	0.2
1942	35.4	2.7	30.4-40.4	35.4	2.7	30.4-40.4	0.4
1943	35.6	2.8	30.6-40.6	35.6	2.8	30.6-40.6	0.6
1944	35.8	2.9	30.8-40.8	35.8	2.9	30.8-40.8	0.8
1945	36.0	3.0	31.0-41.0	36.0	3.0	31.0-41.0	1.0
1946	36.2	3.1	31.2-41.2	36.2	3.1	31.2-41.2	1.2
1947	36.4	3.2	31.4-41.4	36.4	3.2	31.4-41.4	1.4
1948	36.6	3.3	31.6-41.6	36.6	3.3	31.6-41.6	1.6
1949	36.8	3.4	31.8-41.8	36.8	3.4	31.8-41.8	1.8
1950	37.0	3.5	32.0-42.0	37.0	3.5	32.0-42.0	2.0
1951	37.2	3.6	32.2-42.2	37.2	3.6	32.2-42.2	2.2
1952	37.4	3.7	32.4-42.4	37.4	3.7	32.4-42.4	2.4
1953	37.6	3.8	32.6-42.6	37.6	3.8	32.6-42.6	2.6
1954	37.8	3.9	32.8-42.8	37.8	3.9	32.8-42.8	2.8
1955	38.0	4.0	33.0-43.0	38.0	4.0	33.0-43.0	3.0
1956	38.2	4.1	33.2-43.2	38.2	4.1	33.2-43.2	3.2
1957	38.4	4.2	33.4-43.4	38.4	4.2	33.4-43.4	3.4
1958	38.6	4.3	33.6-43.6	38.6	4.3	33.6-43.6	3.6
1959	38.8	4.4	33.8-43.8	38.8	4.4	33.8-43.8	3.8
1960	39.0	4.5	34.0-44.0	39.0	4.5	34.0-44.0	4.0
1961	39.2	4.6	34.2-44.2	39.2	4.6	34.2-44.2	4.2
1962	39.4	4.7	34.4-44.4	39.4	4.7	34.4-44.4	4.4
1963	39.6	4.8	34.6-44.6	39.6	4.8	34.6-44.6	4.6
1964	39.8	4.9	34.8-44.8	39.8	4.9	34.8-44.8	4.8
1965	40.0	5.0	35.0-45.0	40.0	5.0	35.0-45.0	5.0
1966	40.2	5.1	35.2-45.2	40.2	5.1	35.2-45.2	5.2
1967	40.4	5.2	35.4-45.4	40.4	5.2	35.4-45.4	5.4
1968	40.6	5.3	35.6-45.6	40.6	5.3	35.6-45.6	5.6
1969	40.8	5.4	35.8-45.8	40.8	5.4	35.8-45.8	5.8
1970	41.0	5.5	36.0-46.0	41.0	5.5	36.0-46.0	6.0
1971	41.2	5.6	36.2-46.2	41.2	5.6	36.2-46.2	6.2
1972	41.4	5.7	36.4-46.4	41.4	5.7	36.4-46.4	6.4
1973	41.6	5.8	36.6-46.6	41.6	5.8	36.6-46.6	6.6
1974	41.8	5.9	36.8-46.8	41.8	5.9	36.8-46.8	6.8
1975	42.0	6.0	37.0-47.0	42.0	6.0	37.0-47.0	7.0
1976	42.2	6.1	37.2-47.2	42.2	6.1	37.2-47.2	7.2
1977	42.4	6.2	37.4-47.4	42.4	6.2	37.4-47.4	7.4
1978	42.6	6.3	37.6-47.6	42.6	6.3	37.6-47.6	7.6
1979	42.8	6.4	37.8-47.8	42.8	6.4	37.8-47.8	7.8
1980	43.0	6.5	38.0-48.0	43.0	6.5	38.0-48.0	8.0

II

Date July 25, 1958
Time 10:07 A.M.-1:11 P.M.

Date August 23, 1957
Time 8:50 A.M.-11:45 A.M.

[illegible]

1901

1902

1903

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1911

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1917

1918

1919

1920

1921

III

Station # 2 - 1 Mile West of Klondike on U. S. 52

Surface: 4 Lane Divided, 24' Portland Cement Concrete

Weather Cloudy and Warm

Last Previous Observation (Speed Report No. 62)

Date August 12, 1958

Date August 22, 1957

Time 2:40 P.M.-5:51 P.M.

Time 2:30 P.M. - 4:40 P.M.

[illegible]

IV

Surface 2 Lane 22' Bituminous

Date August 6, 1958
Time 11:04 A.M.-1:13 P.M.

Date August 29, 1957
Time 9:30 A.M.-11:50

		PASSENGER CARS										TRUCKS						BUSES	
		All				Indiana		Non-Indiana		All		Less than 5000 pounds		5000 pounds or more		All			
OBSERVATION		Last	Present	Last	Present	Last	Present	Last	Present	Last	Present	Last	Present	Last	Present	Last	Present		
All Vehicles	No. of Vehicles Obs.	369	340	176	141	193	199	133	92	16	4	117	88						
	Ave. Speed (m.p.h.)	55.6	56.4	55.5	56.4	55.8	56.4	46.9	45.6	50.9	52.5	46.4	45.3						
	45 m.p.h.	97.0	95.6	97.2	95.0	96.9	96.0	70.7	54.4	87.5	75.0	68.4	53.4						
	50 m.p.h.	88.6	85.9	88.6	84.4	88.6	86.9	38.3	26.1	87.5	75.0	31.6	23.9						
	55 m.p.h.	58.5	62.4	56.3	58.2	60.6	65.3	5.3	7.6	25.0	50.0	2.6	5.7						
	60 m.p.h.	26.6	33.2	26.7	33.3	26.4	33.2	0	3.3	0	25.0	0	2.3						
	65 m.p.h.	6.0	10.9	6.3	13.5	5.7	9.0	0	0	0	0	0	0						
BOUND	70 m.p.h.	2.2	1.5	1.1	2.1	3.1	1.0	0	0	0	0	0	0						
	75 m.p.h.	1.1	0.3	0.6	0.7	1.6	0	0	0	0	0	0	0						
	No. of Vehicles Obs.	223	195	117	78	106	117	79	52	13	2	66	50						
	Ave. Speed (m.p.h.)	55.9	56.0	55.6	56.5	56.2	55.8	46.3	44.4	52.7	56.5	45.1	44.0						
	Max. Speed (m.p.h.)	—	—	75	71	77	70	—	—	58	62	55	58						
	State or Type	—	—	—	—	—	—	—	—	—	—	—	—	—					
	Min. Speed (m.p.h.)	—	—	40	39	44	38	—	—	50	51	33	30						
BOUND	State or Type	—	—	—	—	—	—	—	—	—	—	—	—						
	No. of Vehicles Obs.	146	145	59	63	87	82	54	40	3	2	51	38						
	Ave. Speed (m.p.h.)	55.3	56.8	55.3	56.3	55.3	57.2	47.8	47.2	43.0	48.5	48.1	47.1						
	Max. Speed (m.p.h.)	—	—	70	76	74	74	—	—	51	56	57	62						
	State or Type	—	—	—	—	—	—	—	—	—	—	—	—						
	Min. Speed (m.p.h.)	—	—	43	43	42	38	—	—	36	41	36	38						
	State or Type	—	—	—	—	—	—	—	—	—	—	—	—						

Y

Surface 2 Lane 22' Bituminous

Weather Cloudy and Warm

Last Previous Observation (Speed Report No. 62)

Date August 5, 1958

Date August 31, 1957

Time 12:10 P.M. - 3:04 P.M.

Time 9:40-11:50 A.M.

[illegible]

RECEIVED OF THE

STATE OF NEW YORK

IN SENATE

JANUARY 1, 1911

NAME		RESIDENCE		EDUCATION		OCCUPATION		SOURCES OF INFORMATION	
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
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141	142	143	144	145	146	147	148	149	150
151	152	153	154	155	156	157	158	159	160
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251	252	253	254	255	256	257	258	259	260
261	262	263	264	265	266	267	268	269	270
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281	282	283	284	285	286	287	288	289	290
291	292	293	294	295	296	297	298	299	300
301	302	303	304	305	306	307	308	309	310
311	312	313	314	315	316	317	318	319	320
321	322	323	324	325	326	327	328	329	330
331	332	333	334	335	336	337	338	339	340
341	342	343	344	345	346	347	348	349	350
351	352	353	354	355	356	357	358	359	360
361	362	363	364	365	366	367	368	369	370
371	372	373	374	375	376	377	378	379	380
381	382	383	384	385	386	387	388	389	390
391	392	393	394	395	396	397	398	399	400
401	402	403	404	405	406	407	408	409	410
411	412	413	414	415	416	417	418	419	420
421	422	423	424	425	426	427	428	429	430
431	432	433	434	435	436	437	438	439	440
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451	452	453	454	455	456	457	458	459	460
461	462	463	464	465	466	467	468	469	470
471	472	473	474	475	476	477	478	479	480
481	482	483	484	485	486	487	488	489	490
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501	502	503	504	505	506	507	508	509	510
511	512	513	514	515	516	517	518	519	520
521	522	523	524	525	526	527	528	529	530
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541	542	543	544	545	546	547	548	549	550
551	552	553	554	555	556	557	558	559	560
561	562	563	564	565	566	567	568	569	570
571	572	573	574	575	576	577	578	579	580
581	582	583	584	585	586	587	588	589	590
591	592	593	594	595	596	597	598	599	600
601	602	603	604	605	606	607	608	609	610
611	612	613	614	615	616	617	618	619	620
621	622	623	624	625	626	627	628	629	630
631	632	633	634	635	636	637	638	639	640
641	642	643	644	645	646	647	648	649	650
651	652	653	654	655	656	657	658	659	660
661	662	663	664	665	666	667	668	669	670
671	672	673	674	675	676	677	678	679	680
681	682	683	684	685	686	687	688	689	690
691	692	693	694	695	696	697	698	699	700
701	702	703	704	705	706	707	708	709	710
711	712	713	714	715	716	717	718	719	720
721	722	723	724	725	726	727	728	729	730
731	732	733	734	735	736	737	738	739	740
741	742	743	744	745	746	747	748	749	750
751	752	753	754	755	756	757	758	759	760
761	762	763	764	765	766	767	768	769	770
771	772	773	774	775	776	777	778	779	780
781	782	783	784	785	786	787	788	789	790
791	792	793	794	795	796	797	798	799	800
801	802	803	804	805	806	807	808	809	810
811	812	813	814	815	816	817	818	819	820
821	822	823	824	825	826	827	828	829	830
831	832	833	834	835	836	837	838	839	840
841	842	843	844	845	846	847	848	849	850
851	852	853	854	855	856	857	858	859	860
861	862	863	864	865	866	867	868	869	870
871	872	873	874	875	876	877	878	879	880
881	882	883	884	885	886	887	888	889	890
891	892	893	894	895	896	897	898	899	900
901	902	903	904	905	906	907	908	909	910
911	912	913	914	915	916	917	918	919	920
921	922	923	924	925	926	927	928	929	930
931	932	933	934	935	936	937	938	939	940
941	942	943	944	945	946	947	948	949	950
951	952	953	954	955	956	957	958	959	960
961	962	963	964	965	966	967	968	969	970
971	972	973	974	975	976	977	978	979	980
981	982	983	984	985	986	987	988	989	990
991	992	993	994	995	996	997	998	999	1000

VI

Time 2:00-4:00 P.M.

[illegible]

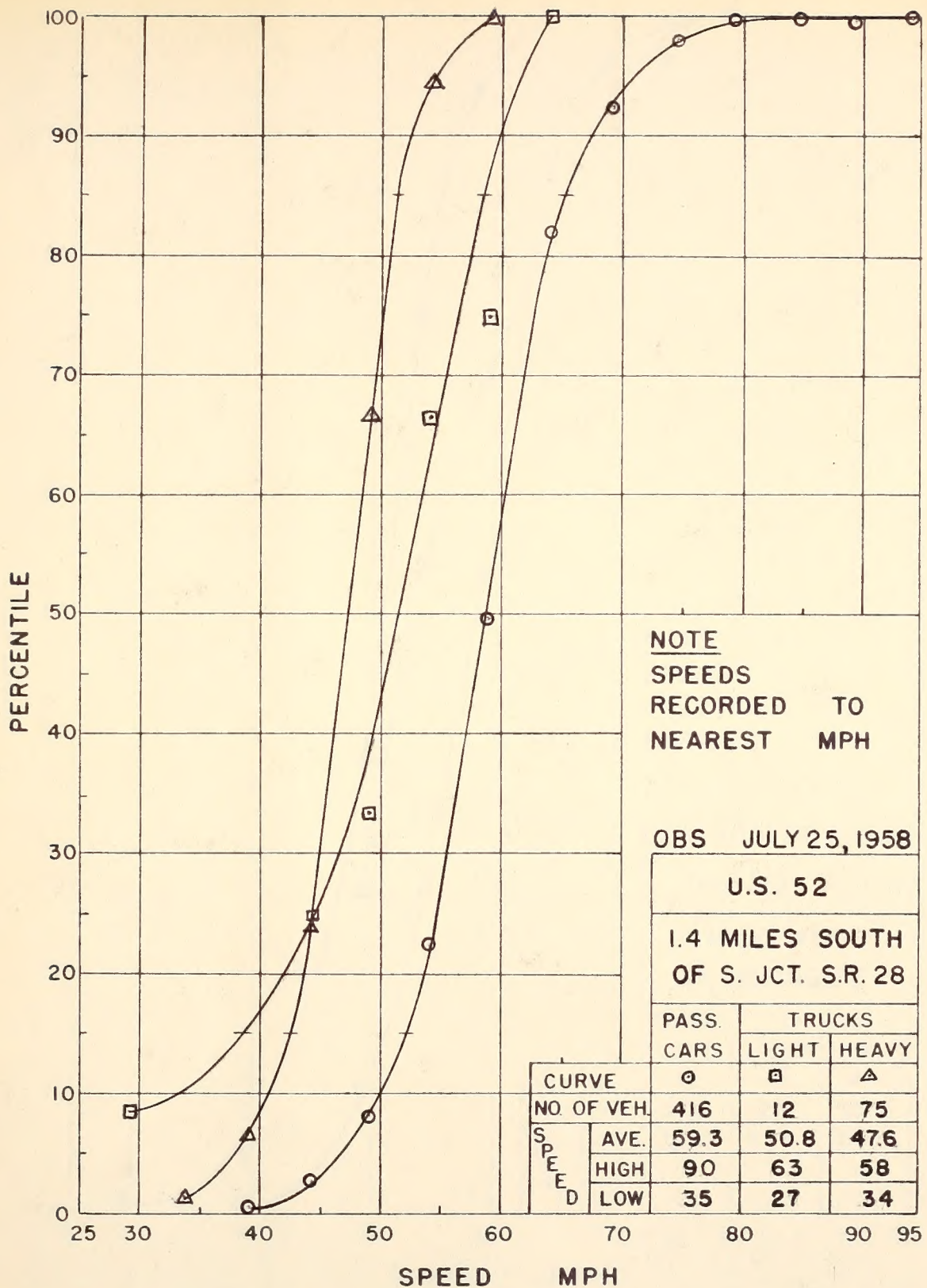
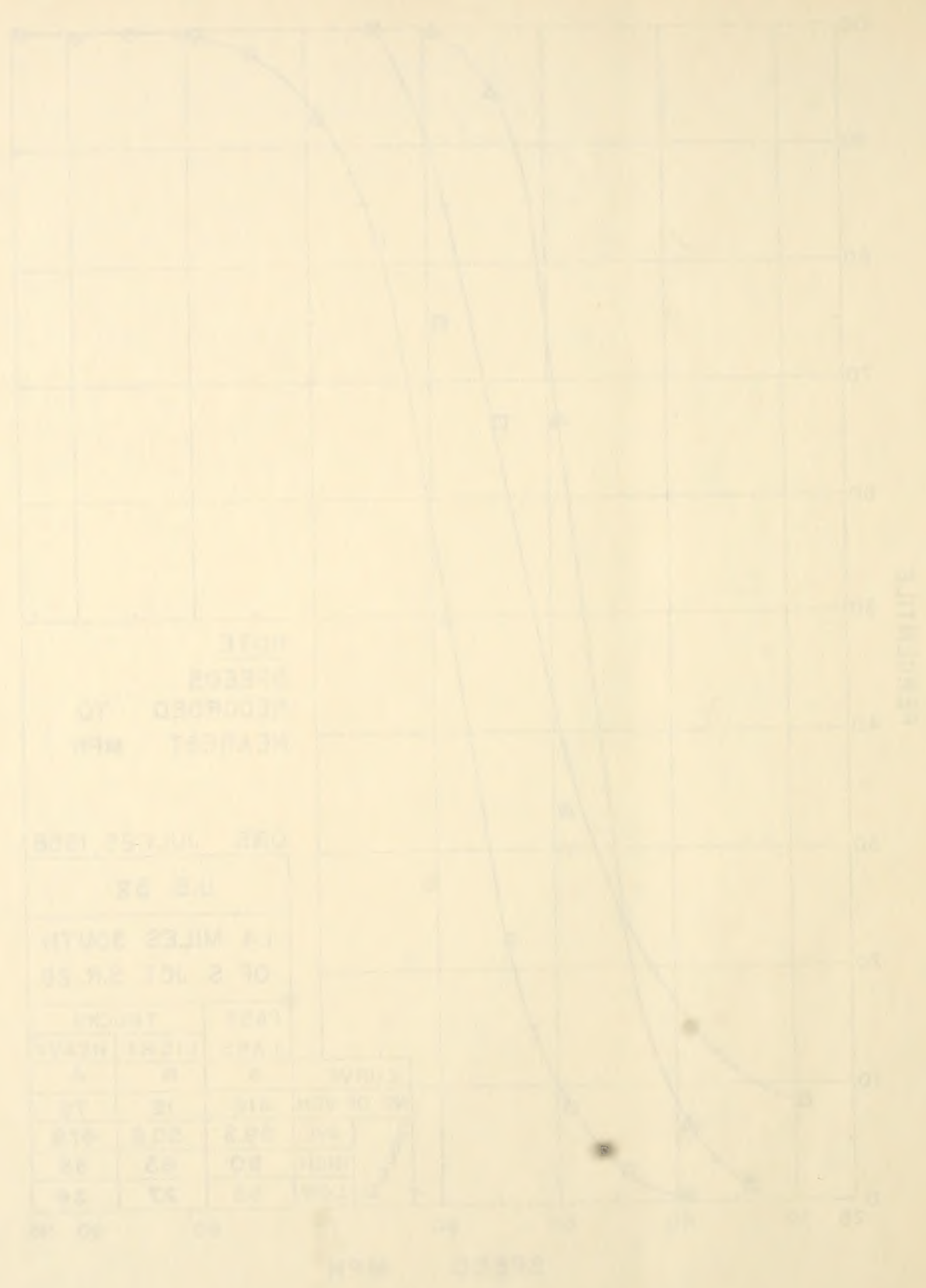


FIGURE 1



NOTE
 SPEED
 RECORDED TO
 NEAREST MPH

ONE JULY 1955
 U.S. 58
 1.5 MILES SOUTH
 OF S. 101.2 N. 50

TURNS		SPEED	
WAVE	WAVE	WAVE	WAVE
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32

FIGURE 1

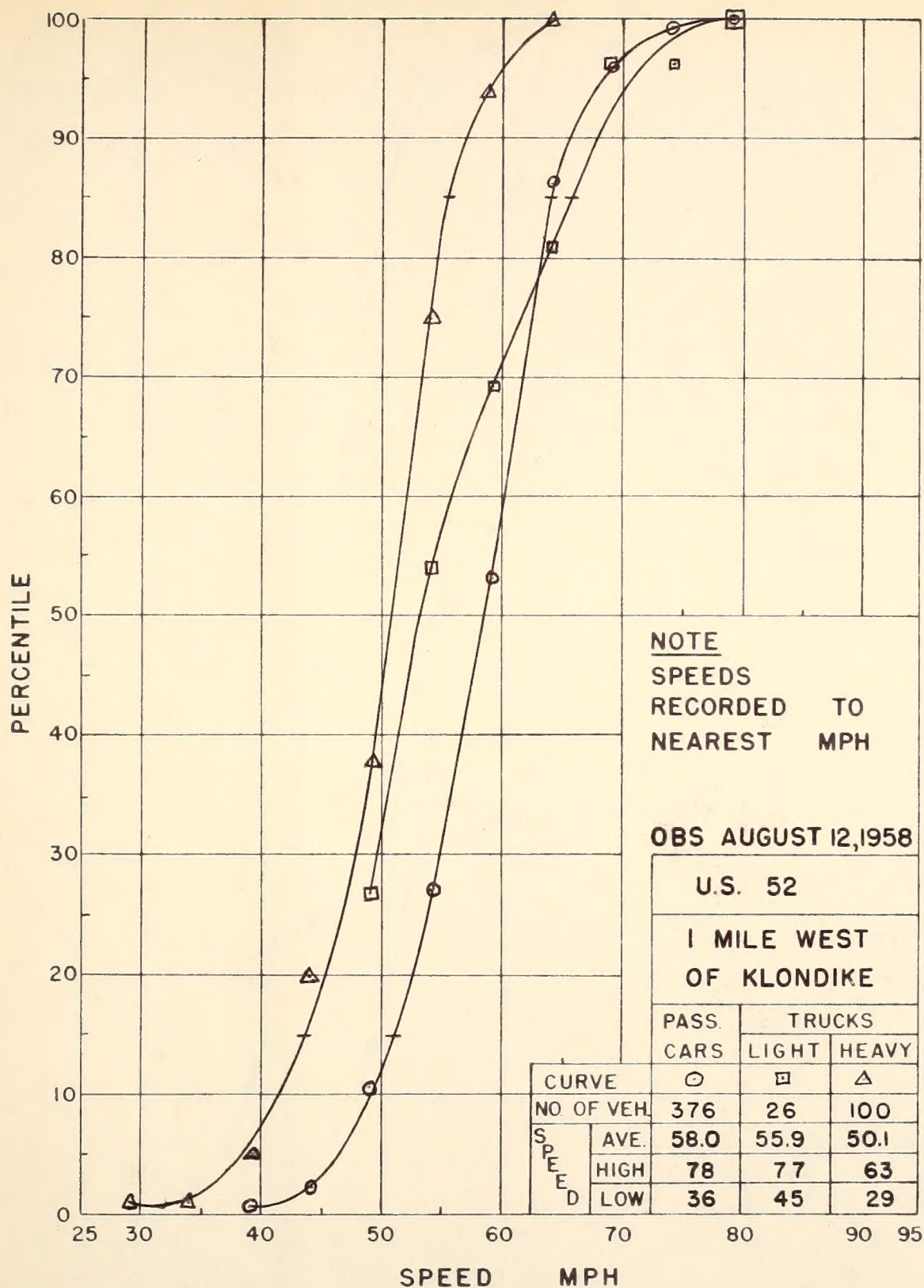


FIGURE 2



NOTE
 SPEED
 RECORDED TO
 NEAREST MPH

082 AUGUST 2 1958

55-52

1 mile west

of highway

1000 ft

1000 ft

1000 ft

1000 ft

1000 ft

1000 ft

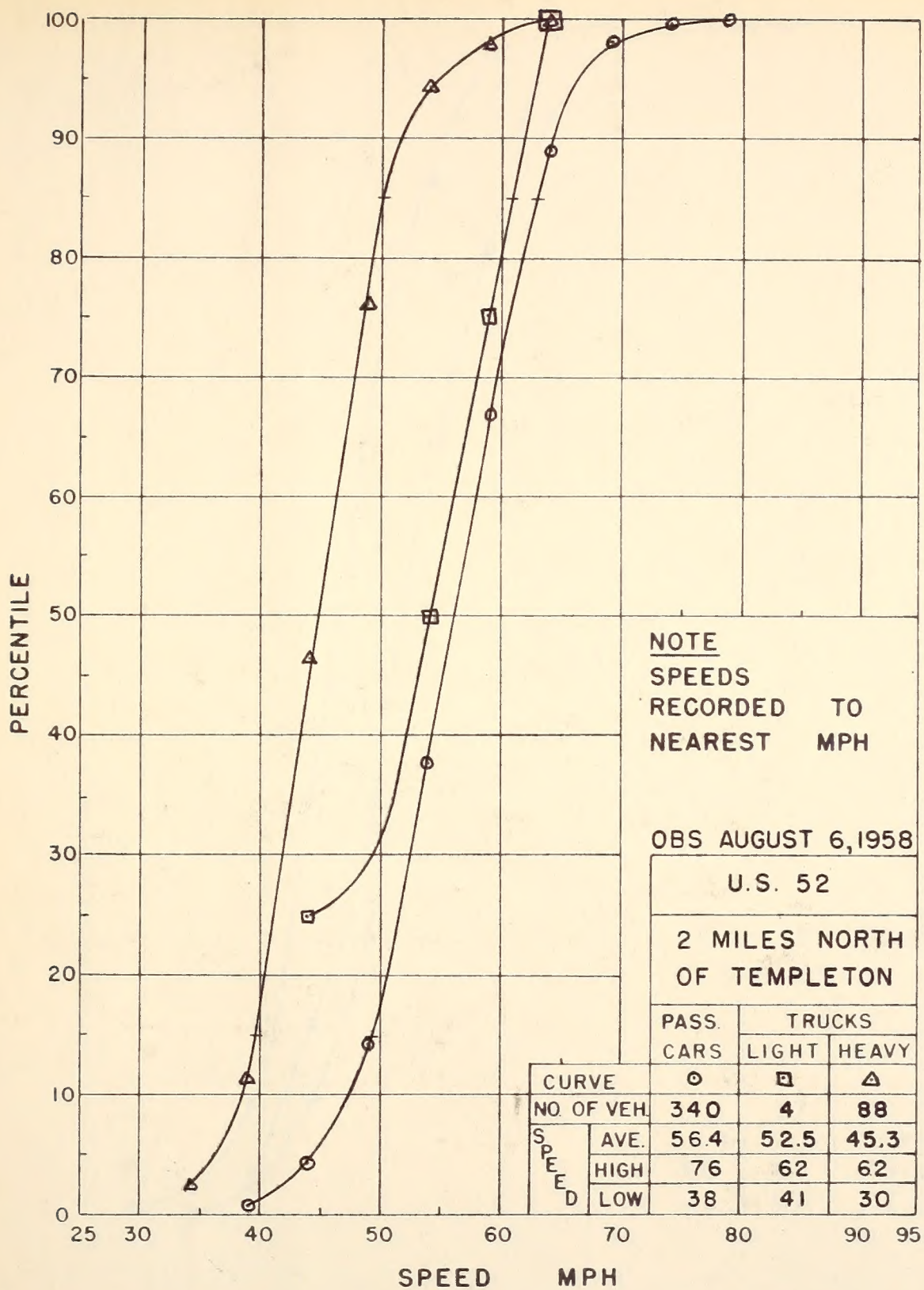


FIGURE 3

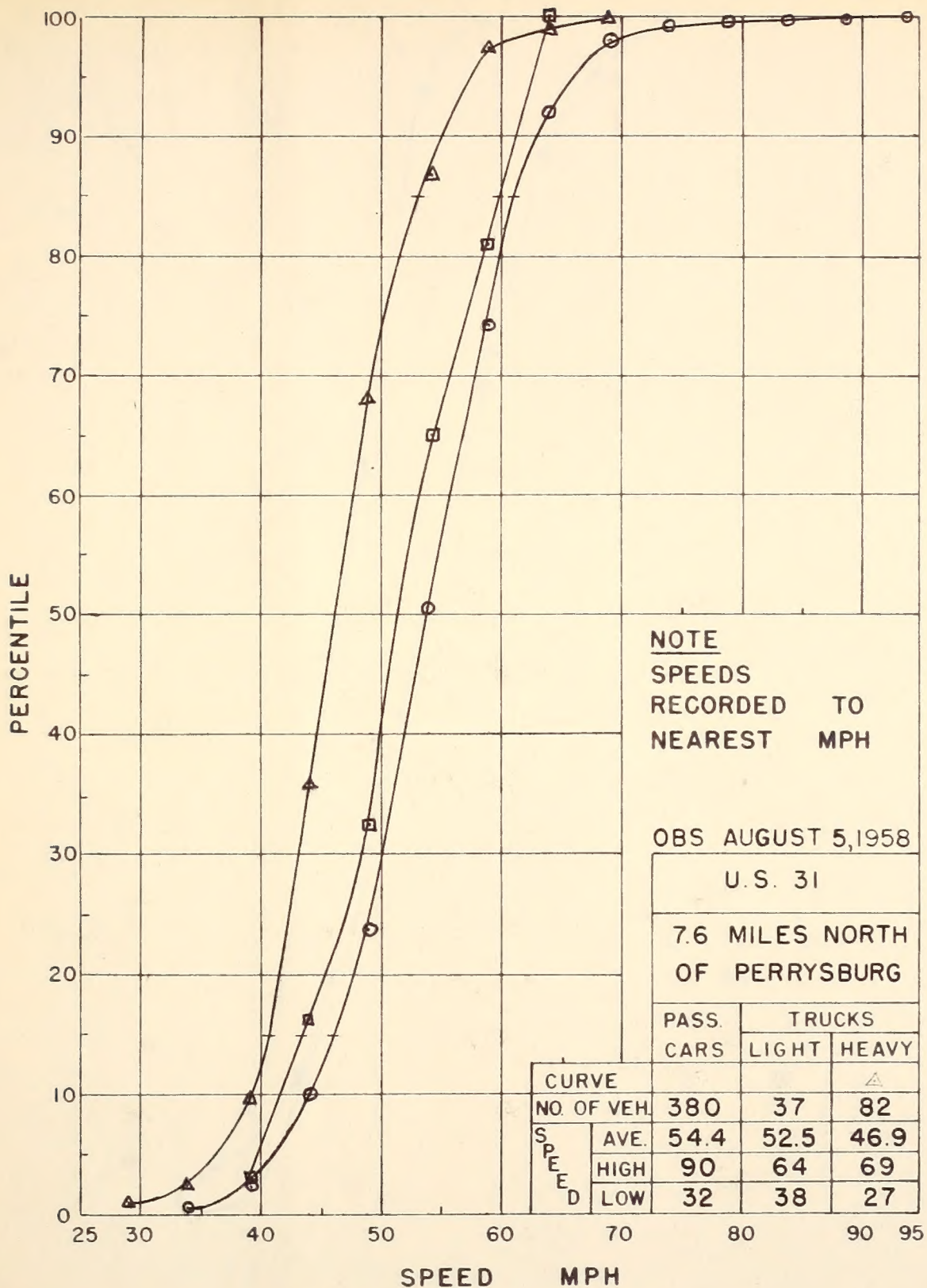


FIGURE 4

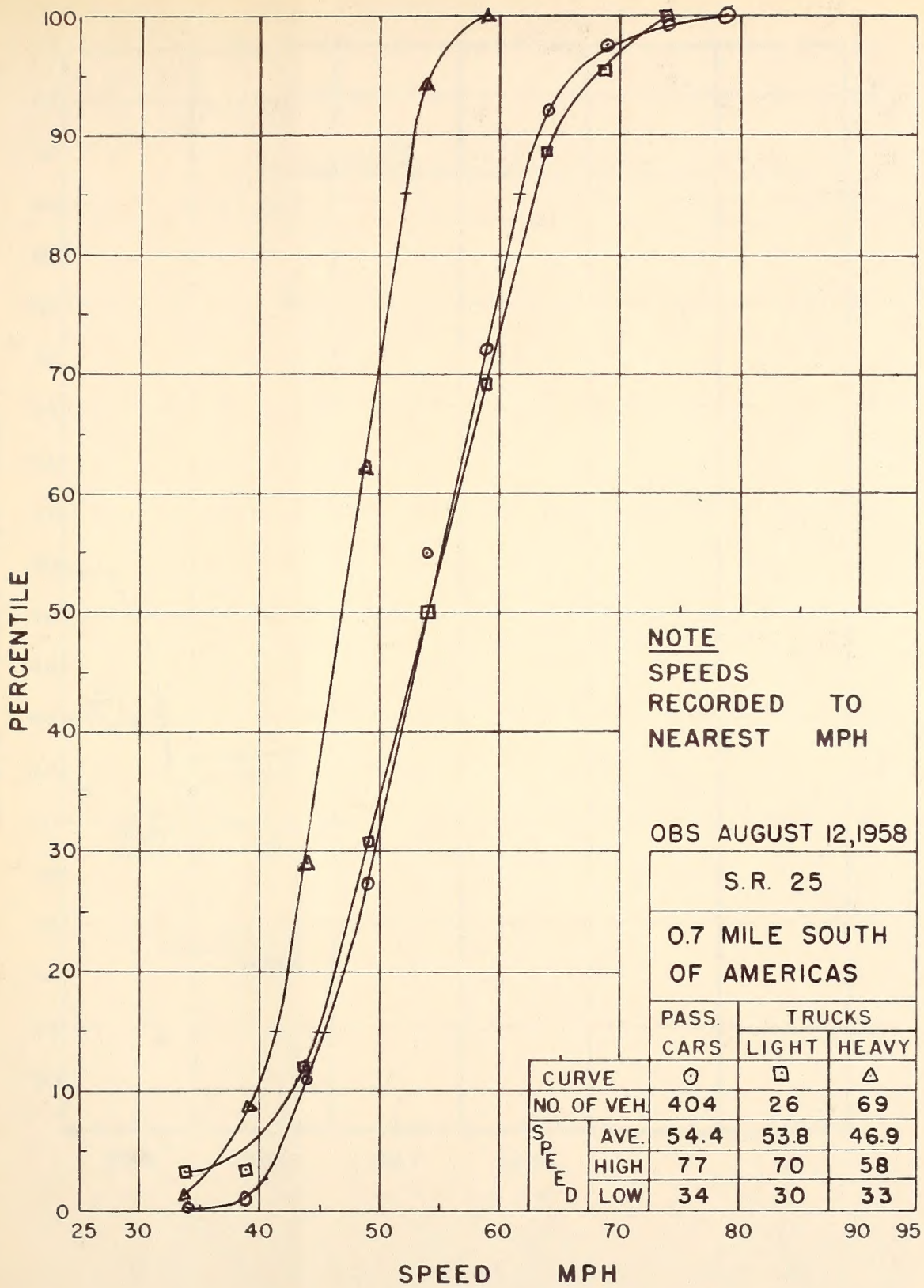
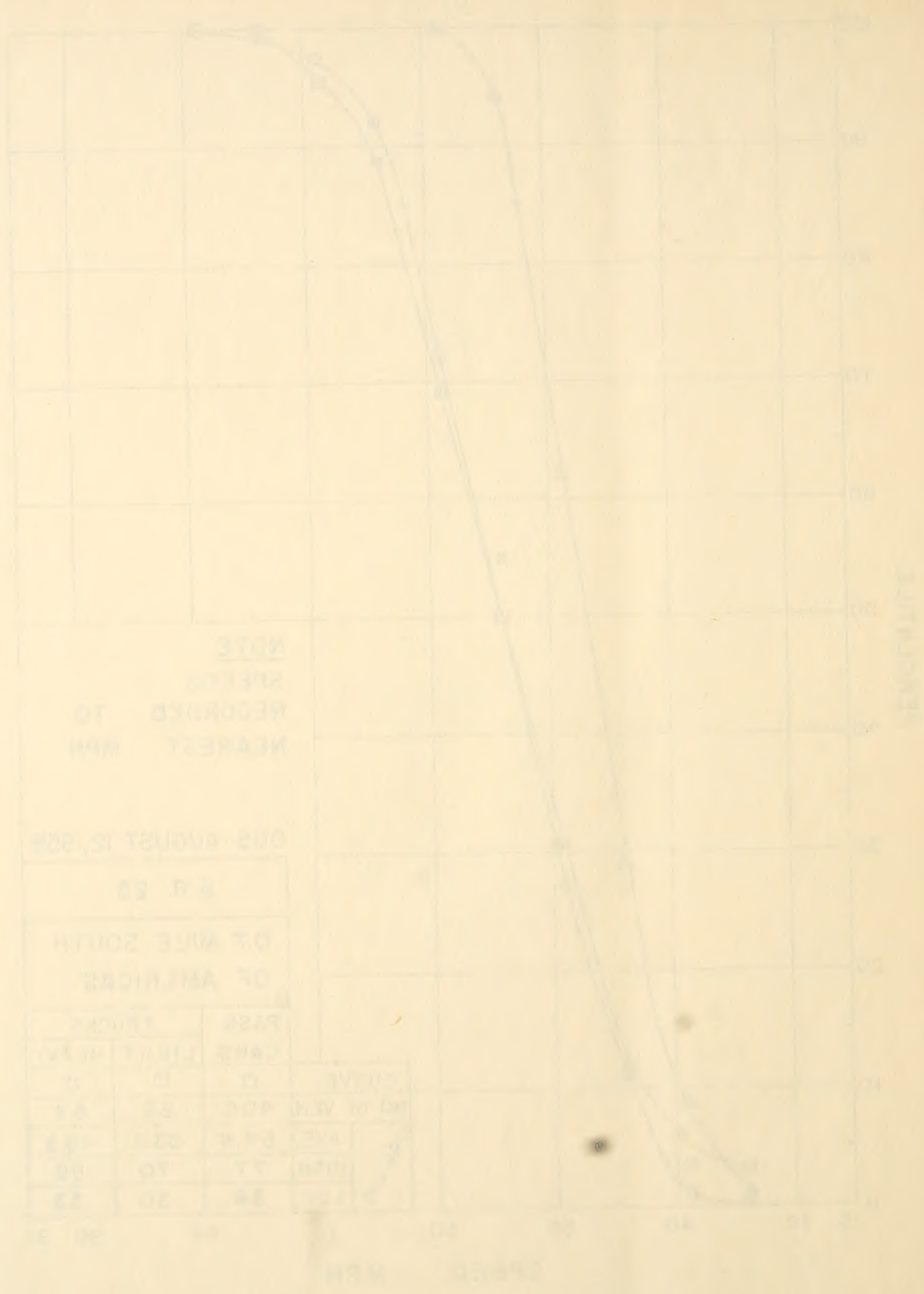


FIGURE 5



NOTE
SPECS
RECORDED TO
NEAREST MM

085 AUGUST 12, 1955

2. R. 23

0.7 MILE SOUTH
OF AMERICA

TIME	TEMP	WIND	WAVE
10	25	10	10
20	25	10	10
30	25	10	10
40	25	10	10
50	25	10	10
60	25	10	10
70	25	10	10
80	25	10	10
90	25	10	10
100	25	10	10

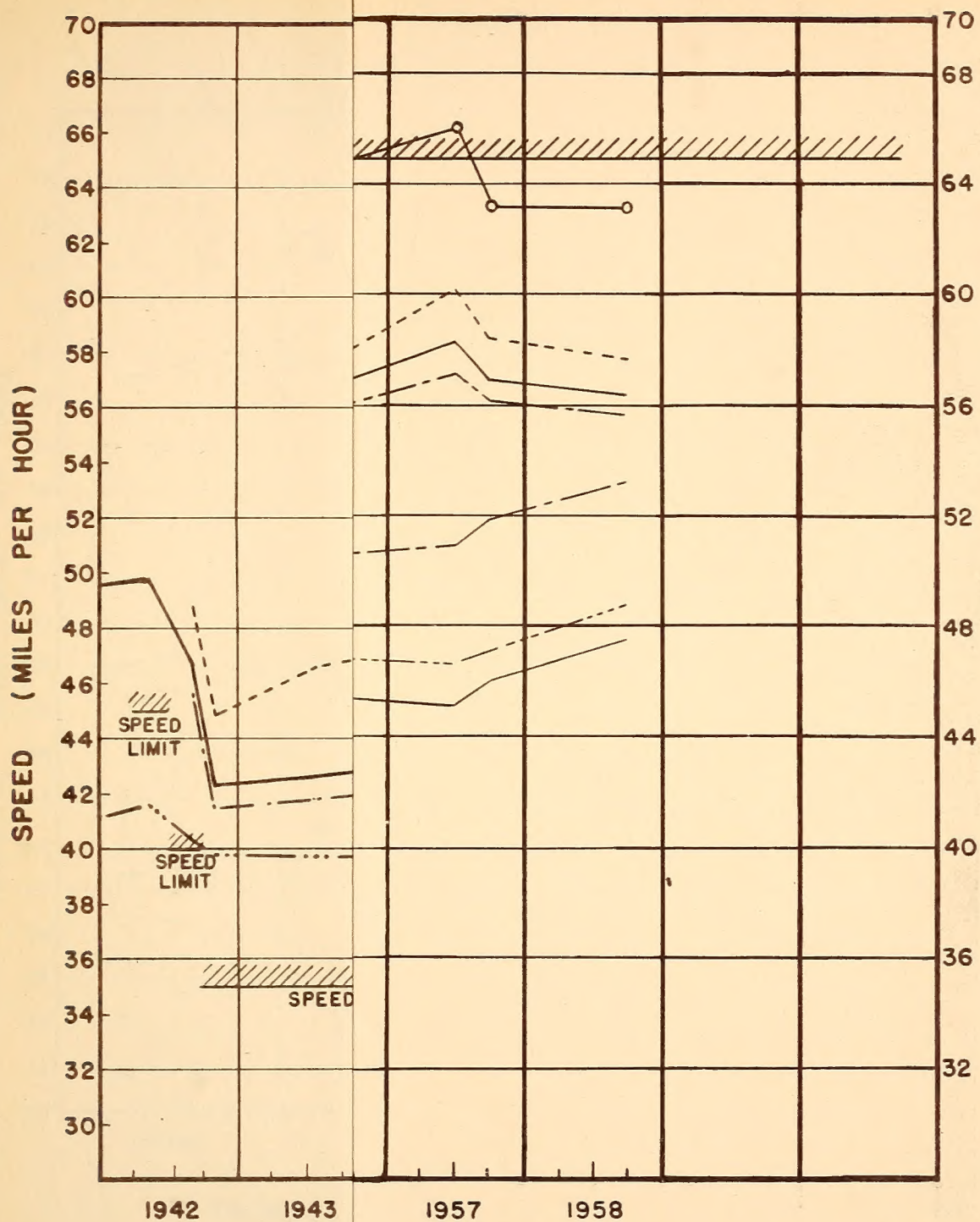
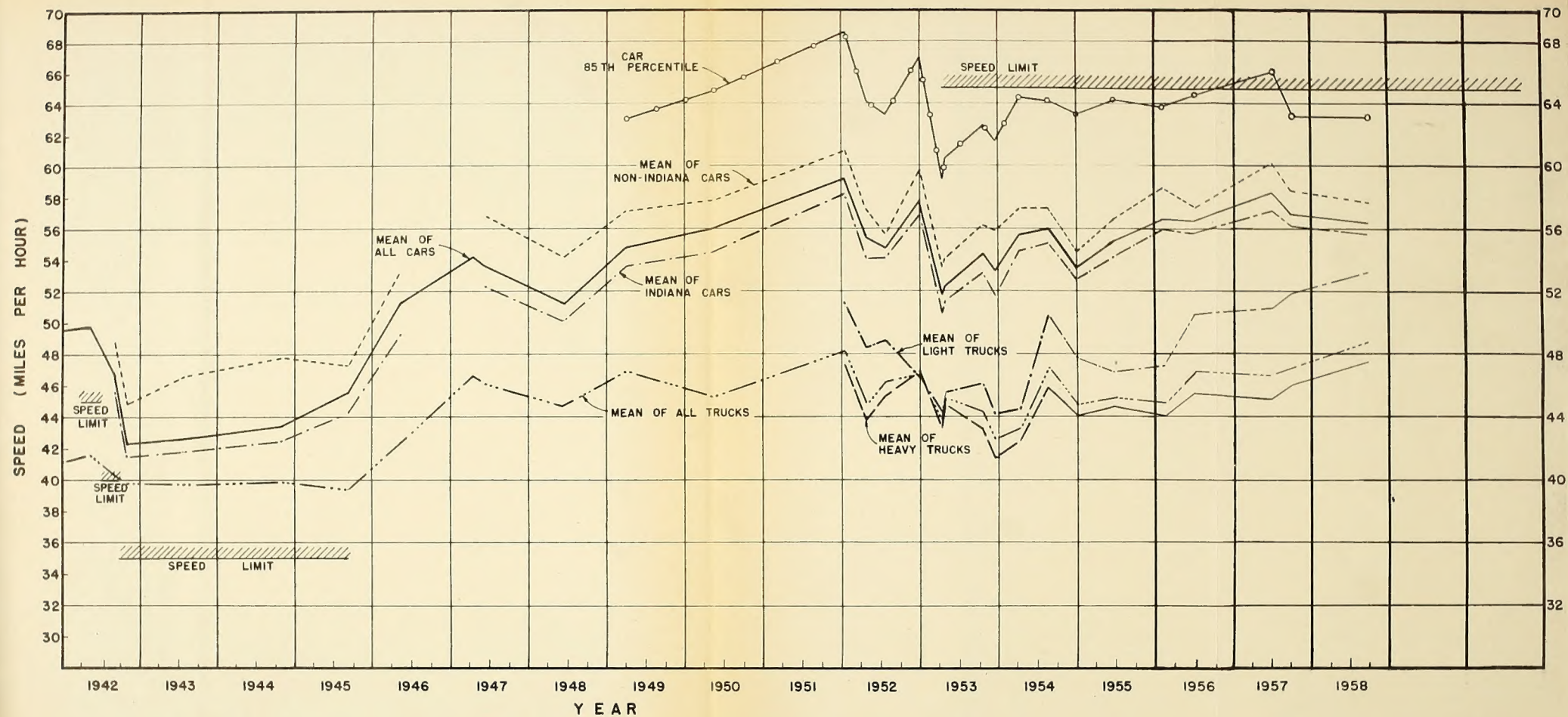


FIG. 6



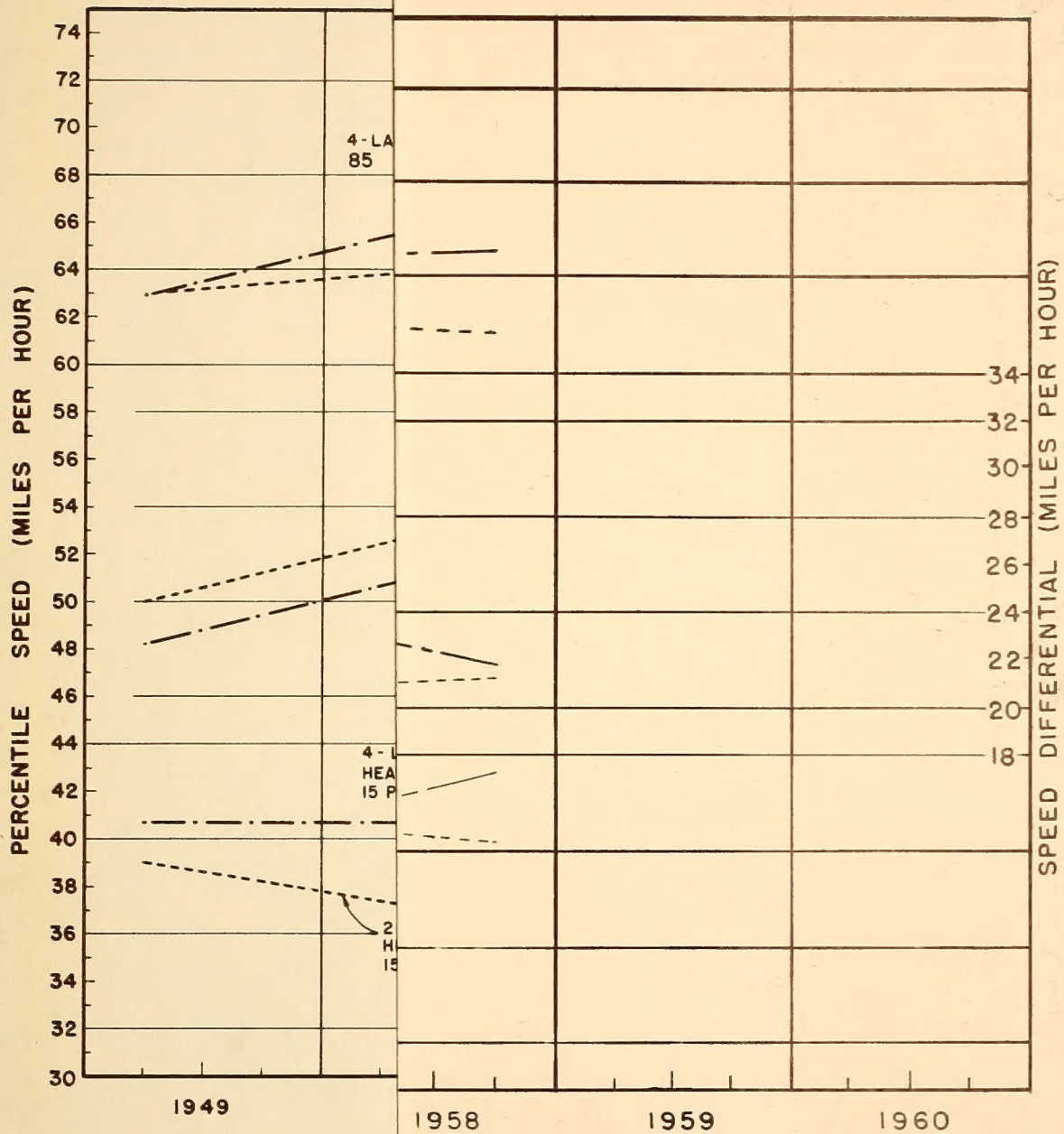
INDIANA RURAL SPEED TRENDS 1942-1960

FIG. 6



INDIANA RURAL DEVELOPMENT

FIG. 2



TRENDS

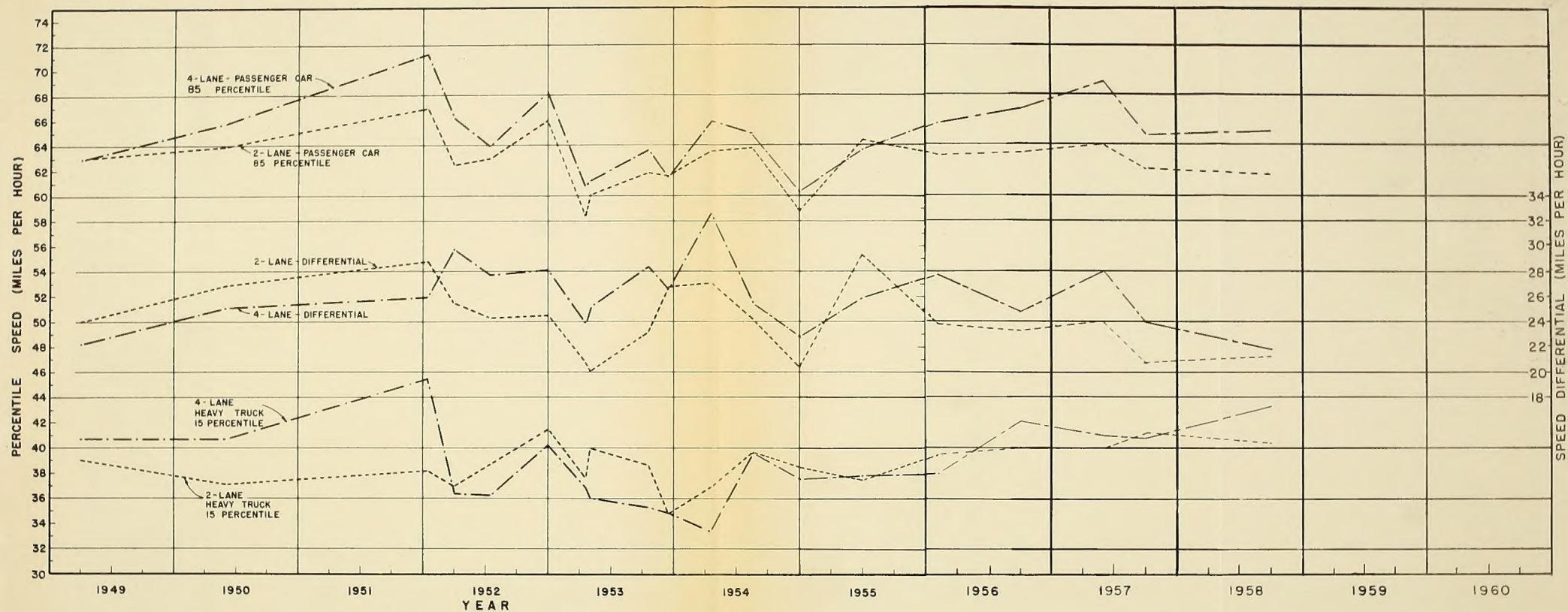
FIG. 7



FIG. 2. TEMPERATURE OF WATER AND AIR DURING THE EXPERIMENT.

TABLE 1. RESULTS OF THE EXPERIMENT.

FIG. 2



TRENDS IN PERCENTILE SPEEDS AND SPEED DIFFERENTIAL 1949—1960

FIG. 7

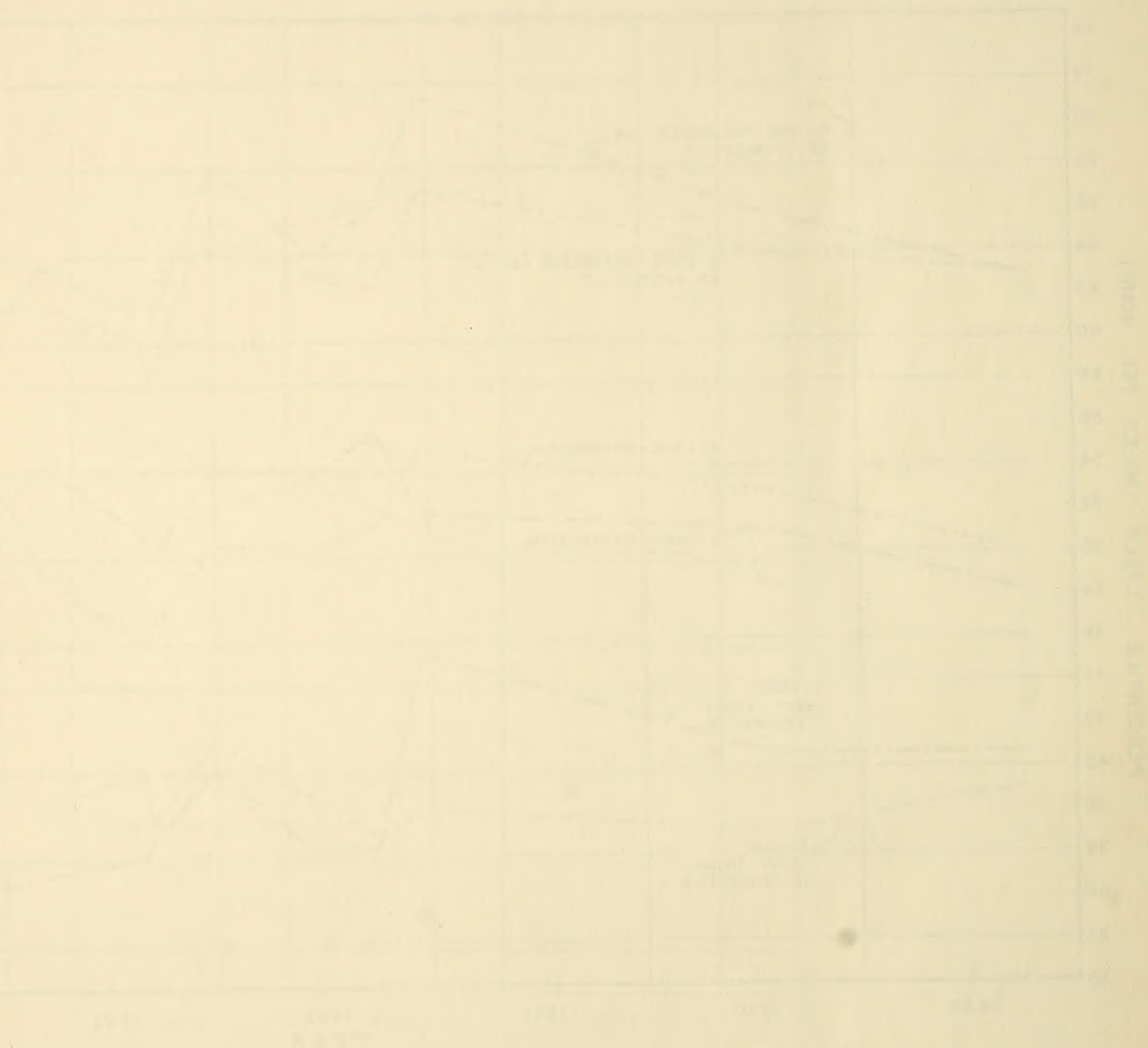


FIG. 1. TRENDS IN PERCENTAGE SPEED AND SPEED OF TRAVEL

